

[Shrimati Vijila Sathyananth]

SCs/STs, BCs and women; (2) The segregation of students as 'meritorious' and 'less meritorious' in elementary education, relegating the less meritorious to the vocational stream and channelizing only the meritorious to higher forums cannot be accepted. It will be another form of "Kula Kalvi". (3) The National Education Policy, 2016 proposes Sanskrit as the third language in the schools and has carved out a prominent position for Sanskrit in higher education. Dravidian languages like Tamil do not belong to the Sanskrit family and have their own origin and identity, (4) The new National Education Policy, 2016 runs contrary-to the pluralism of religion, culture, languages, traditions and behavioural pattern. This aspect in the new National Education Policy, 2016 is against the basic structure of the Constitution.

Sir, the new National Education Policy, 2016 Seeks to encroach upon the constitutionally-protected rights of minority educational institutions, reservations meant for the socially and educationally backward sections and is against the basic structure of the Constitution. The Draft Policy, 2016 has reduced the role of the State Education Department to that of a watchman.

Therefore, I would urge the Union Government to appoint a Committee of educationists in various States, with due representation of SCs, STs, OBCs, minorities, women and DAP in order to draft the NEP.

MR. DEPUTY CHAIRMAN: Dr. Sanjay Sinh, not present. Shri Anil Desai, not present. Now, Shri K.R. Arjunan.

**Demand to take steps for renovation, expansion and building  
of paved shoulders on Mettupalayam Kallar National  
Highway (NH-67) in Tamil Nadu**

SHRI K.R. ARJUNAN (Tamil Nadu): Sir, the Nilgiris is a renowned tourist destination. People from various places use NH-67 from Coimbatore to reach Ooty. The stretch from Coimbatore to Kallar is a highly populated region. It has very congested traffic movement. Accidents occur frequently in this stretch due to insufficient carriage way. Of this stretch, from Coimbatore urban area (Km. 345/0) to Narasimmanaickenpalayam (Km. 360/6), is already having four lane. Remaining stretch from Narasimmanaickenpalayam (Km. 360/6) to Mettupalayam (Km. 380) is having only two lane carriage way (7.00 m) to improve four-lane up to Mettupalayam (Km. 380/0). Moreover, the stretch from Mettupalayam (Km. 380/0) to Kallar (foothill of Nilgiris) (Km. 390/0) is having only two-lane carriage way (7.00 m) which needs to be widened to two-lane carriage way with paved shoulders (10.00 m).

Besides, on the Mettupalayam, Kailar, Masinakudi Tamil Nadu border (114 km), bridges were built during the British rule. Those bridges are very narrow and extremely old. As these bridges have sufficient space for expansion and renovation, I urge the Government of India to allocate funds for building protection walls along the sides of these bridges.

In order to facilitate convenient journey to tourists and to facilitate the transport facility for the people of Nilgiris, I request the Government of India to renovate, expand and build paved shoulders for Mettupalayam Kallar National Highway (NH-67) and also to repair the bridges in the route. Thank you.

**Demand to give financial assistance to Odisha for modernisation and augmentation of road safety measures in the State**

SHRI DILIP KUMAR TIRKEY (Odisha): Sir, road safety today has become a major challenge before urban planners and Governments. With growing pace of urbanisation and rising middle class, the number of vehicles on the roads is increasing very rapidly. This rapid increase in road traffic has caused serious concerns for road safety. Everyday, a number of casualties are reported in road accidents throughout the country resulting in loss of precious human lives. The State Government of Odisha has taken several steps for beefing up road safety in the State. However, the State faces a severe financial crunch as an impediment in modernisation and augmentation of road safety network in the State. Hence, the Central Government needs to support the State Government's efforts in this direction by providing adequate road safety equipments. In this regard, the Odisha Government has already placed a demand of critical road safety equipments which are important for streamlining road transport sector in the State.

Therefore, I urge upon the Central Government to immediately provide 50 interceptors and 50 cranes to be deployed on the National Highways and 20 driving testing simulators to Odisha. Along with these, I also urge upon the Union Government to give financial assistance to us for establishing more number of Vehicle Inspection and Certification Centres. Furthermore, additional ambulances need to be provided under the National Highway Accident Relief Service Scheme (NHARSS). Thank you.

**Demand to include people belonging to Bhoi community in 'Scheduled Castes' category and taking necessary measures for their welfare**

श्री बसावाराज पाटिल (कर्णाटक): महोदय, मैं आपके द्वारा सामाजिक न्याय और अधिकारिता मंत्री जी का ध्यान आकर्षित करना चाहता हूँ। भोई समाज, मछुवा सारे भारत में लगभग दस करोड़ आबादी वाला समाज है और इसकी पोट जातियां सारे भारत में अलग-अलग नामों से जानी जाती हैं।